

to come how their forebears lived. I am of the opinion that a film of Croydon aerodrome should also be placed in cold storage for a century or so. After all, good comic films are still bound to be much sought after.

After the Royal funeral, of course, there was great activity in the matter of Press photographs. Most companies had quite large consignments, and "Surreys" sent machines to Paris and Manchester almost simultaneously. The motor cyclists who bring these photographs from Fleet Street to the Airport do not exactly linger by the wayside, but as their tendency is to start a little after the time when they should arrive they are apt to delay departing aircraft. Companies do not wish to disappoint them, so one, if not two firms will now delay their machines—at a cost of £1 per minute. This has gone a long way towards obviating such delays.

Capt. O. P. Jones, of Imperial, left Croydon on January 26 with *Daedalus* for Khartoum, whence he will fly to

Kano, halfway between Khartoum and the Gold Coast, as recorded below.

Mr. F. W. J. Grant, of Surrey Flying Services, is now on his way back from a business tour in America, and Mr. McDonald, of "Surreys," tells me that he 'phoned Mr. Grant at Detroit and it is expected that this enterprising firm will have done good and extremely interesting business in the States. Incidentally, Mr. Grant's booking for a flight along one of the American air routes, which was made through Imperial Airways in London, was one of the first to be made in advance on this side for an American air line.

At present there is considerable Air Ministry activity outside the hangars occupied by Rollasens, and the steep gradient, which has prevented big aircraft from using the hangars with safety, is being removed. This should relieve housing congestion considerably.

A. VIATOR.

A Douglas for Australia?

It is reported that Holyman's Airways, the company which operates services between Melbourne and Tasmania, has purchased a Douglas D.C.2, which is being shipped over this month with an engineer and a pilot.

D/F at Southampton

YET another airport is to be equipped with radio direction-finding equipment—Southampton. Since Portsmouth is already so equipped and is one of the key D/F stations in this country, Southampton's station will be of the short-range type. Radio Transmission Equipment has obtained the contract and the installation was, in fact, exhibited on the R.T.E. stand at the Airports Exhibition. This company is also erecting one of the short-wave radio beacons at Croydon.

Blind Approaches at Farnborough

TWO special Monospar 25s have been made and equipped for experiments in radio blind approach which will be made by the wireless flight at Farnborough. The machines are fitted with full dual control and the seat normally occupied by the first pilot has been most ingeniously hooded and has a very complete instrument layout.

An American Lear direction-finding set is fitted, with a visual indicator and fixed loop, as well as a Sperry artificial horizon and directional gyro, a standard Reid and Sigrist turn indicator, a Kollsman sensitive altimeter and a Smith rate of climb indicator.

The London-Lisbon Service

ON Saturday one of Crilly Airways' Fokker F.12 machines left Croydon for Lisbon to inaugurate the first passenger, freight and mail service between England and Portugal, the contract for which was signed in December between the British company and the Portuguese Postmaster-General. The machine reached Madrid on Saturday afternoon and proceeded on Sunday morning to Lisbon, where, at an official ceremony, the grand-daughter of the President named the liner *Lisboa*.

A regular daily service from Croydon to Lisbon was due to start on Monday, leaving Croydon at 6 a.m. and Lisbon at 8 a.m.

Ramsgate's Airport

SINCE an official opening has not yet been arranged there must be quite a large number of owners and club pilots who are unaware that Ramsgate's airport is now in full running order—and has been since July 1, 1935.

This airport is owned, of course, by the Corporation, and is leased to Ramsgate Airport, Ltd., whose directors are Messrs. Whitney Straight, R. J. B. Seaman and F. A. S. Gwatkin. The manager is Flt. Lt. C. E. Eckersley-Maslin, who will be remembered by commercial people as holding, until quite recently, the position of air superintendent with Jersey Airways.

The area of Ramsgate's airport is being steadily increased, and the present dimensions are: north to south, 850 yards, and east to west, 860 yards, of which 750 yards are at present in use. There is a small temporary hangar available for general use, but the construction of the permanent buildings has now started. Customs facilities and fuel supplies are available.

Towards West Africa

THE various negotiations have now progressed to a sufficient extent to enable Imperial Airways to send the first machine to Khartoum in readiness for a survey flight to Kano. Although work is progressing rapidly, the condition of the West African aerodromes beyond Kano is such that it will not be possible to operate as yet beyond that point.

It is expected that on the delivery flight the D.H.86 *Daedalus* will call at El Obeid, El Fasher, Geneina, Abesher, Ati, Fort Lamy, Maidugari and Kano, returning by the same route to Khartoum. The aircraft will be under the command of Capt. O. P. Jones. He will have a crew of two, and on the survey flight Major H. R. P. Reynolds, Mr. V. G. Crudge (Imperial Airways) and Flt. Lt. R. F. Durrant, A.F.C. (Air Ministry) will be carried.

The machine left Croydon on January 26.

Birmingham's Airport

HAVING once decided that an airport will, in future, be an essential feature of every town or city of any importance, Birmingham has lost no time and has resolutely refused to spoil the ship for a ha'p'orth of tar. Some 640 acres of land have already been purchased or have been the subject of purchase arrangements.

The site, as already recorded, is at Elmdon, which is about seven miles from the centre of the city, and is on the main Coventry road, more or less to the south of Castle Bromwich aerodrome. Plans for the terminal buildings and hangars, which will lie on the south-east boundary, are already well advanced, and the longest run of the initial landing area will be well over 1,300 yards. Later extensions will provide runs of nearly 2,000 yards.

The whole district has been thoroughly surveyed and the airport will eventually have one of the most unobstructed series of approaches of any aerodrome in the country. For half a mile beyond the boundaries no serious obstructions will be permitted. The final scheme involves a sum of very nearly half a million pounds.

Another Link

A FRIENDLY agreement has been reached between two companies of outstanding repute, whose air lines will link up at Liverpool. Olley Air Service, through a subsidiary, Blackpool and West Coast Air Services, has operated services in the North of England and to Belfast with conspicuous regularity for the last two years or so.

This company will, next summer, operate services between Liverpool, the Isle of Man, Belfast, Dublin, and London, and at Liverpool there will be a connection with the Liverpool, Doncaster, Holland and Scandinavia services operated by British Continental Airways in conjunction with K.L.M.

This will involve the arrangement of time-tables to suit, as far as possible, the schedules of both B.C.A. and Olleys, and the link between Ireland and the Continent, via Liverpool and Doncaster, should be of immense future importance to Ireland.

The arrangement between these two English firms will have considerable significance to those who are studying the situation in aviation at all closely, for behind these two companies there are some important financial groups. One may venture to guess that the present friendly arrangement is likely to grow into a much closer bond in the near future. Union is strength in aviation to-day, and companies which make no alliances, or which make foolish ones, will inevitably fail.